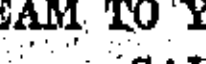


**Established February, 1845.**

PRICE, \$2 PER MONTH

## Shipping.

**Steamers.**

**STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.**  
*(Passing through the INLAND SEA.)*  
 The P. & O. S. N. Co.'s  
 Steamship *Teteran*  

 will leave for the above  
 places on **THURSDAY, 8th December, at**  
 Daylight.  
**E. L. WOODIN,**  
*Superintendent.*  
 P. & O. S. N. Co.'s Office,  
 Hongkong, November 25, 1887. 2297

**OCEAN STEAMSHIP COMPANY.**

**FOR SHANGHAI VIA AMOY.**

*(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW-  
CHWANG, TIENSTIN, HANKOW and  
Ports on the YANGTSE.)*

The Co.'s Steamship  
Antenor,  
Captain GIERZ, will be  
despatched as above on  
**THURSDAY, the 8th Proximo.**

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

**Hongkong, November 20, 1837. 3338**

**GLEN LINE OF STEAM PACKETS.**  
**FOR YOKOHAMA AND KOBE.**  
 The Steamship  
*Glenarney,*  
 Capt. MACKENZIE, will be  
 despatched as above on  
 or about the 9th instant.  
 For Freight or Passage, apply to  
**JARDINE MATHESON & CO.**


HONGKONG, DECEMBER 2, 1887. 3350  
 THE CHINA SHIPPERS MUTUAL  
 STEAM NAVIGATION COM-  
 PANY, LIMITED.  
 FOR LONDON VIA SUEZ CANAL.  
 The Co.'s Steamship  
*Kaisio*,  
 W. S. THOMSON, Com-  
 mander, will be de-  
 parted as above on or about the 10th  
 Proximo.

For Freight, &c., apply to  
**ARNHOLD, KARBURG & Co.,**  
*Agents,*  
Hongkong, November 25, 1887. 2293

**GLEN LINE OF STEAM PACKETS.**

**FOR LONDON VIA SUEZ CANAL.**

The Steamship  
*Glenchiel,*  
Captain DONALDSON, will  
be despatched as above  
on or about the 19th Inst.



This Steamer has superior Accommodation  
 for Passengers, and carries a Doctor  
 and Stewards.  
 For Freight or Passage, apply to  
 JARDENE, MATHESON & Co.,  
*Agents.*  
 Hongkong, November 25, 1887. 2292

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NOTICE.  
 COMPAGNIE DES MESSAGERIES  
 MARITIMES.  
 PAQUEBOT POSTE FRANCAIS.  
 FOR SHANGHAI, KOBE AND

**YOKOHAMA.**

The Co.'s Steamship  
*Djennah*,  
 Commandant VAUGHAN,  
 is expected here on or  
 about the 10th Inst., and will be despatched  
 for the above Ports, shortly after her  
 arrival from Europe.

G. DE CHAMPEAUX,  
 Agent.

Hongkong, December 2, 1887. 2351.

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**Sailing Vessels.**

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FOR HAVRE AND LONDON.

The A 1, British Barque  
*Blackader*,  
 C. E. HONE, Master, will load  
 here for the above Ports and

will have quick despatch.  
For Freight, apply to  
**ARNHOLD, KARBERG & Co.**  
Hongkong, November 22, 1857. 2280

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**FOR SAN FRANCISCO.**  
The 100 A.1. British Barque  
*Bandarino,*  
AMERSON, Master, will load here  
for the above Port, and will  
have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, October 21, 1857. 2049

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**Notices to Consignees.**

**UNION LINE.**

**NOTICE TO CONSIGNEES.**

**FROM LONDON AND SINGAPORE.**

**THE Steamship Cambodia,** Captain  
W. Stupart, having arrived from the  
above Port, Consignees of Cargo are hereby  
requested to send in their Bills Lading to the  
Undersigned for countersignature, and  
to take immediate delivery of their Goods  
from alongside.

The Steamer is berthed at Kowloon Plains  
and Cargo impeding her discharge will be  
at once landed and stored at Consignees'  
risk and expense, and no Fire Insurance  
will be effected.

All Claims against the Steamer must be  
presented to the Undersigned on or before  
the 6th December, or they will not be re-  
cognised.

**RUSSELL & Co.,**  
Agents.



## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 6th Instant.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, December 2, 1887. 2345

GLEN LINE OF STEAM-PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glengyle*, having arrived from the above Ports, Consignees of Cargo by her and by the S.S. *Canada* and *S.S. Ladoga*, will from New York, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 1st Instant.

Cargo remaining undelivered after the 7th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, December 1, 1887. 2334

NORDDEUTSCHE LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *DAYERN*, FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at West Point, whence delivery may be obtained.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before 4 p.m. To-day, the 1st Instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 13th Instant, at 4 p.m.

All Claims must reach us before the 16th Instant, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by MELOHRS & Co., Agents.

Hongkong, December 1, 1887. 2339

## INSURANCES.

## NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED, \$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 26, 1872. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

## DENTISTRY.

## FIRST CLASS WORKMANSHIP.

## MODERATE FEES.

## MR. WONG TAI-FONG.

## Surgeon Dentist.

(FORMERLY ATTENDED APPRENTICE AND LATER ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, he has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

2, DUDDELL STREET.

(Next to the New Oriental Bank.)

Hongkong, January 12, 1886.

## To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship *Dardanus*, Capt. PERRY, will be despatched as above on MONDAY, the 6th Instant, at 11 a.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 3, 1887. 2343

FOR SHANGHAI.

The Steamship *Yangtze*, Capt. TH. W. STARLING, will be despatched as above on MONDAY, the 6th Instant, at 3 p.m.

For Freight or Passage, apply to SIEMSEN & Co. Agents.

Hongkong, December 3, 1887. 2355

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co's Steamship *Achilles*, Capt. ANDERSON, will be despatched as above on MONDAY, the 6th Instant, at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 3, 1887. 2309

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co's Steamship *Nestor*, Capt. THOMPSON, will be despatched as above on MONDAY, the 6th Instant, at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 3, 1887. 2310

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co's Steamship *Italian*, Capt. ASHBY, will be despatched as above on TUESDAY, the 6th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, December 3, 1887. 2354

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship *Mediana*, Capt. NISSET, will be despatched as above on SATURDAY, the 10th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 3, 1887. 2357

P. & O. S. N. COMPANY.

NOTICE TO PASSENGERS.

PASSENGERS can at the present time of the year engage Berths through to Europe, via Bombay, without change of steamer or increase of fare.

E. L. WOODIN, Superintendent.

3rd December, 1887. 2353

PUBLIC AUCTION

OF

HOUSEHOLD FURNITURE, PIANO, &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 10th December, 1887, at 2 p.m., at No. 1, West Terrace, the Residence of the late

L. HAUSCHILD, Esq.,—

THE WHOLE OF THE HOUSEHOLD FURNITURE, comprising:—

CROTONNE-COVERED DRAWING-ROOM SUITE, CANTON BLACKWOOD MARBLE and PORCELAIN TOP TABLES, GARDENING, FINE ENGRAVINGS, GEM JEWELLERY, &c., &c. COFFEE PIANO, by JOHN BROADWOOD & SONS.

LACE CURTAINS, CARPETS, RUGS. DINING-ROOM SUITE, CROCKERY, GLASS and PLATED WARE, CUTLERY, and FURNITURE and IRON, &c., &c.

BEDROOM SUITE, comprising IRON BEDSTEADS, Lady's WARDROBE, DAYBED, &c., &c.

FLOWERS in Pots, &c., &c. Catalogues will be issued previous to the Sale, and the above will be on view on Friday next.

TERMS OF SALE.—As customary.

G. R. LAMBERT, Auctioneer.

Hongkong, December 3, 1887. 2356

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOERABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Cedra*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, December 3, 1887. 2352

## To-day's Advertisements.

TO LET.

ROOMS in COLLIER QUARTERS.

GODOWN in ICE HOUSE LANE from the 1st January; at present in the occupation of Messrs. BUTTERFIELD & SWIRE.

Apply to DAVID SASSOON, Hongkong, December 3, 1887. 504

Not Responsible for Delts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbours:—

ALLIE ROWE, American brig, Captain J. Phillips.—Widlar & Co.

DRATZ, Norwegian barque, Capt. Janus Sorenson.—Messageries Maritimes.

VENETIA, British barque, Capt. R. Martin.—Pasha & Co.

SHIPPING.

ARRIVALS.

December 3, 1887.

Wansing, British steamer, 1,109, A. Vardin, Swatow December 2, General.—BUTTERFIELD & SWIRE.

Fushun, Chinese steamer, 1,504, A. Cron, Shanghai November 29, and Swatow December 2, General.—C. M. S. N. Co.

Camelot, British steamer, 1,049, J. Bun, Singapore November 23, General.—Daily Hin Chan.

Diamond, British steamer, 514, A. A. McCaslin, Manila November 30, General.—Russell & Co.

Cedra, Dutch steamer, 1,423, J. C. Joon, Batavia Nov. 14, Singapore 20, and Saigon 28, General.—JARDINE, MATHESON & Co.

Atheine, German steamer, 400, S. Samuelson, Pakhoi and Hoihow December 1, General.—Wizlen & Co.

Independent, German steamer, 871, A. Hasenwinkel, Singapore Nov. 24, Sugar, Wizlen & Co.

Kutsang, British steamer, from Whampoa.

Achilles, British steamer, 1,528, C. Anderson, Liverpool October 15, Port Said 30, Penang November 23, and Singapore 26, General.—BUTTERFIELD & SWIRE.

Nestor, British steamer, 1,369, Thompson, London October 8, Penang November 22, and Singapore 26, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

December 3.—

General Warden, for Yokohama, Nippon, for Whampoa.

Queen of England, for Bangkok, Zafira, for Manila.

Fokien, for Coast Ports.

Camelot, for Shanghai.

Camelot, for Swatow and Amoy.

Atheine, for Hoihow and Pakhoi.

Velo, for Saigon.

Yangtze, for Shanghai.

Prej, for Hoihow.

Wynen, for Bangkok.

Destination.

Vessel.

Captain.

Agents.

Date of Leaving.

Bremen, and Ports of Call.

Bayern (s).

Harve, and via Suez Canal.

Blackadder.

Dardanus (s).

Malaya (s).

Peninsular (s).

Glennahol (s).

Oxus (s).

Teheran (s).

Chingtu (s).

City of Rio de Janeiro (s).

Gaelic (s).

Handan (s).

Yangtze (s).

Kutang (s).

Achilles (s).

Nestor (s).

Antenor (s).

Dejemah (s).

Stara (s).

Japan (s).

Pompos (s).

Fokien (s).

Daitan (s).

Poseidon (s).

Parthia (s).

Glenartney (s).

## PASSENGERS.

ARRIVALS.

Per Wansing, from Swatow, 20 Chinese.

Per Fushun, from Shanghai, &c., Hon. P. Ryrie, Mr. Payne, Miss Natalie Chinchilla, Mr. Ng Yee Fong, and 173 Chinese.

Per Camelot, from Singapore, 8 Chinese.

Per Fushun, from Manila, Messrs. Butcliffe and Klopfer, and 60 Chinese.

Per Cedra, from Batavia, &c., 51 Chinese.

Per Indipendent, from Singapore, 96 Chinese.

Per Achilles, from Liverpool, for Manila via Hongkong, Mr. Dean, for Shanghai, Miss and Master MacKenzie. From Singapore, 173 Chinese.

Per Nestor, from Singapore, 148 Chinese.

Per General Warden, for Yokohama: from Bremen, Mr. and Mrs. Kauffmann; from Genoa, Mr. Rumschitt, Dr. Kleffel, (Stabsarzt), and Mr. Edin. Binder, from Hongkong, Messrs. Cheong Kung Tong, Cheong Soon Sang, W. Henry, and 15 Chinese in steerage.

Per Zafira, for Manila, 5 Chinese.

Per Fokien, for Amoy, Mr. C. J. Price, and Miss Newman; for Tamsui, Mr. J. A. Gracia, and 300 Chinese.

To DEPART.

Per Glengyle, for Shanghai, 6 Chinese.

Per Camelot, for Swatow, 200 Chinese.

Per Athine, for Hoihow, 100 Chinese.

Per Velo, for Saigon, 12 Chinese.

Per Yangtze, for Shanghai, 16 Chinese.

Per Prej, for Hoihow, 12 Chinese.

Per Wynen, for Bangkok, 20 Chinese.

SHIPPING REPORTS.

The British steamer *Diamond* reports: Had fresh to moderate monsoon with high sea, towards China Coast thick rainy weather. Passed H.M.S. *Rattles*, 14 hours out from Manila, bound for Hongkong.

The British steamer *Fushun* reports: From Shanghai to Swatow, strong monsoon and fine weather; Swatow to Hongkong, light breeze and rain.

The Dutch steamer *Cedra* reports: Had very strong monsoon, mostly Northerly winds and high sea.

The British steamer *Achilles* reports: Left Liverpool October 15th. Arrived at Port Said October 29th, left on 30th. Arrived at Fungang November 23rd, left on 24th. Arrived at Singapore 25th, left on 26th and arrived at Hongkong December 3rd. Left Singapore Saturday, November 26th, 4.30 p.m., had light breeze with heavy northerly swell up to eastward of Maclesfield Bank; from there to port, had strong monsoon with rain.

The British steamer *Nestor* reports: Had fresh monsoon with a high sea running.

EXPORT CARGOES.

Per S. S. City of Sydney, sailed November 22nd.—For Yokohama, 1,300 bags Sugar and 3,600 pkgs. Merchandise; for San Francisco, 12,500 bags Rice, 200 bags Beans, 150 bags Sugar, 200 bags Coffee, 193 bags Black-Pepper, 30 cases Silk, 500 boxes Lard, 6 boxes Peppercorn, 33 bales Gunnies, 1,000 bales Hemp, 1,125 bales Yarn, 135 pkgs. Tea, 5,000 pkgs. Merchandise, 3 boxes Tinsmith valued at \$44,780; for Honolulu, 220 pkgs. Merchandise; for San José de Guatemala, 17 cases Silk; for Panama, 3,876 bags Rice, 1,986 bags pkgs. Merchandise and 3 cases Silk; for Guayaquil, 1 case Silk and 1 case Merchandise; for New York, 33 cases Silk, 23 bales Raw Silk and 12 pkgs. Merchandise.

Per S. S. City of Sydney, sailed November 22nd.—For Yokohama, 1,300 bags Sugar and 3,600 pkgs. Merchandise; for San Francisco, 12,500 bags Rice, 200 bags Beans, 150 bags Sugar, 200 bags Coffee, 193 bags Black-Pepper, 30 cases Silk, 500 boxes Lard, 6 boxes Peppercorn, 33 bales Gunnies, 1,000 bales Hemp, 1,125 bales Yarn, 135 pkgs. Tea, 5,000 pkgs. Merchandise, 3 boxes Tinsmith valued at \$44,780; for Honolulu, 220 pkgs. Merchandise; for San José de Guatemala, 17 cases Silk; for Panama, 3,876 bags Rice, 1,986 bags pkgs. Merchandise and 3 cases Silk; for Guayaquil, 1 case Silk and 1 case



There are other points in which the inquiry held at the Mortuary is most unsatisfactory. It was not right, we think, that the Superintendent of the Fire Brigade should have been the Coroner who conducted the inquiry. We do not say that his men were in any way to blame for the sad calamity, but that they were present; and, until it was shown they had done all they could to save a life, a certain responsibility rested on them. The Superintendent of the Brigade is not the man that ought to act as Coroner, when the inquest has to do with one of its objects to see whether he and his men did what the public expects of them. There are many questions which suggest themselves as most pertinent to such an enquiry that were never put by Mr. Wedgwood. The Sergeant who arrived on the scene first said he inquired if there were any people in the house and was told there were none. This indefinite statement was allowed to pass without any attempt at further examination. Now, it ought to have been the duty of the Coroner to have ascertained whether the Sergeant took the trouble to make his enquiry about there being people in the house as thorough as possible, or whether he contented himself with merely asking some one among the crowd. The people in the neighbourhood must have seen one or two individuals come out, and we should wish to know whether some of them must have known or guessed that there were people still in the house. The firemen and the police here know that they need expect little assistance from Chinese coolies, and it is therefore their duty to redouble their zeal. We believe Serjeant Hall did his duty, but then the inquest does not bring this out. Again, in questioning that there is a Police Station near at hand, the question naturally arises,—could a search have been made for possible inmates by means of ladders, which ought to have been handy? Another question is,—how many of the Chinese coolies were to be first person connected with the police who was on the scene of the fire? Ho says he was on duty at the Chinese Recreation Ground when he heard alarm. This is as a considerable distance away from the scene, and we should scarcely think him to have been the first constable, Chinese, Indian or European, to arrive on the spot. There are these and many other questions come up in the mind of one reading the report, but they seem to have escaped the mind of the Coroner. Had such an accident occurred at home the public would not have been dissatisfied until every incident connected with the fire had been thoroughly probed and examined. Public opinion, it is true, is not so strong here and the loss of six Chinese lives does not appeal to people's hearts so strongly as a loss of six lives would do at home. Nevertheless, it is the duty of the Government to inquire minutely into such an affair, in order to learn if the public interest in this case is not a duty, and we would hardly think the inquiry and verdict was much better than a farce. A correspondent has raised, in another column, the question of whether the guidance of the Fire Brigade is efficient enough for the work. We have not watched the movements of the Brigade with such care as to be able to speak with much authority on this point. It does not appear that Mr. Wedgwood, claiming much practical skill, and although he seems to be most zealous in the performance of his duties, are inclined to believe there are some grounds for the complaints that have been made from time to time of the efficiency of the Brigades not being so well as directed as they ought to be in view of the great fire-fighting with which fire occurs in Hongkong, and the great facilities there for a conflagration spreading far and near, the question of the efficient management of the Brigade becomes one of vital

importance and one which the Government ought to see rightly settled.

The question of preventing to some extent the almost daily fires that occur in Hongkong from the end of November till the Chinese New Year has long been a puzzle to residents. Suggestions of all sorts have been made, and yet, to judge by what has already happened this season, the state of affairs is worse than it has been for many years. There is a strong suspicion that many of the fires have been wilfully caused. It is not an easy task to verify such suspicions, and it is next to impossible to prove a charge of arson against a man, even when the suspicious circumstances are numerous and strong. An official inquiry into every fire would, we fear, produce much better results in this respect, but the very fact of the holding of such an inquiry would be a refuge to insure that it should afford at least a meagre discovery when gross carelessness had been manifested and of bringing the culprit to justice. That a great deal can be done by the Insurance Companies we have all long maintained. Competition is strong and we fear that often the race is run for economy and it is almost impossible to enquire into the character of the man who wishes to insure. Periodical inspection, too, of the premises insured is absolutely necessary for the purpose of detecting attempts at fraud. Whether it would not be wise over and above these measures to refuse to insure Chinese property in full, or adopt some other means of making sure that the policy-holder cannot benefit by setting fire to his house wilfully, are questions which the competing offices here might do well to weigh carefully. It must always be remembered that insurance is mainly an economic of the higher class and that the Western public opinion is on the side of equity and that it might be brought to bear strongly on any one who might be guilty of such a dastardly act as setting fire to his house. It is a risky thing to give large facilities in the way of insurance to a semi-civilized people like the Chinese, and we are inclined to think that healthy public opinion does not exist; and we fear that those who offer the facilities will have to hedge them round with limitations if they wish to derive profit from their undertakings.

THE COREAN EMBASSY TO THE UNITED STATES.—Says the *Asahi* *Express* of the 23rd ult.:—The U. S. S. *Omaha* arrived from Chemulpo on the 19th, having on board the Korean Embassy accredited to the United States, the despatch of which, it will be remembered, the Chinese Government recently prohibited. The Russian and German Legations, it is supposed, but whether on a peaceful mission, or to support China's authority over Korea, it was, of course, not known. The Korean flag was hoisted on the *Omaha* as they passed. The Embassy, consisting of two high officials and their attendants, and Dr. H. N. Allen, as Foreign Secretary, proceeded to Yokohama in the *Yokohama Maru* on the 21st.

SUPPOSED LOSS OF THE *VESPAZIAN*.—Grave fears are entertained here that the s. s. *Vespaizer*, which left Saigon on the 14th inst. for Manila, has gone the same way as her companion the *Vortigern*. Leaving when she did, she would most probably be overtaken by the typhoon which raged with some violence in the South China Sea a fortnight or so ago. The *Vespaizer* was commanded by Captain Stevens and was laden with rice. We hear that a telegram was received in Hongkong yesterday to the effect that no word had up till then been received in Manila of the missing steamer.

FRAGRANT WATERS' MURMUR.—That His Excellency the Governor has taken this poor, bureaucratic-ridden community by surprise by his frank and courteous observations. That, as a natural result, he is daily increasing the confidence the public have had in him ever since he arrived in our midst, and his recent utterances prove that he is possessed of an impartial mind capable of weighing any given subject in a judicial spirit, without bias or prejudice. That the recommendations made by the Finance Committee, and to which more publicity has been given than usual, are hailed with evident satisfaction by the public. That it is to be hoped that the favourable and most fair attitude assumed by the Governor, on almost every subject touched upon, will not completely disarm the community, or inaugurate an era of indifferent inaction on the part of residents. That the community will join most devoutly in His Excellency's hope that we have at last reached finality in the matter of defence expenses, but that it is also pretty certain that the War Office authorities have not remodelled their ideas on this much-versed question. That possibly the arrival of Admiral Lang's squadron in Eastern waters will induce the Admiralty to send us something better than obsolete tubs like the *Adalacos*, now only fit for the scrap heap, and some gunboats that will live in a sea way. That the presence of such formidable additions to China's infant Navy within striking distance of Hongkong, and the even remote possibility of their raiding us with hostile intent, should spur our authorities into energetic action in settling our Defence in order. That the squadron here to return here shortly for the purpose of being docked, and for that purpose I dread that they will always receive a hearty welcome. That most of us had a slight tendency towards a blum when the full effect of the disorganisation of the Civil Hospital began to appear. That whisperings of carelessness and negligence.

ence had got abroad, but the serious charges of robbing the dead and dying were more than the public were prepared for.

That the Government, the Medical Department, and the new Surgeon ought to be able to remodel the whole machinery, and the luxury of being nursed by tender hands may by and by make the Hospital a trifle too popular.

That, as I have before remarked, the Government Civil Hospital has never yet properly fulfilled the purpose for which it was established, and that its reorganisation may lead to greater and better results than have yet been made visible.

That every honest-minded member of this community wishes the Governor success in his efforts, and it is to be hoped that the Colonial Office will give due heed to the questions that will be submitted Home by His Excellency.

That the Governor seems to speak by the book, and that he knows very well what to say and how to say it.

That as he has set himself a most worthy task, he will ensure the gratitude of this community for having tried to ease their burdens, even although he does not succeed in all his efforts.

That the mention of Public Laundries recalls the misfortunes of a certain Company which assuredly showed more of the philanthropic spirit than any other that we could, name—in deed, there was more philanthropy than good management about it from beginning to end.

That the public, as well as the dhobies, will be anxious to hear more of this proposed scheme.

That one great want in the Colony is—that of a decent Supreme Court; and it ought not to be forgotten that in the hot weather it is a positive punishment to have to serve on a jury, while the bad acoustic properties of the present Court-House must be modified torture to plaintiff, defendant, the Bar and the Reporters.

That during the past week our Fire Boys have had to struggle hard with 'the element,' and are deserving of a full meed of praise for their pluck and perseverance.

That the exchange of a comfortably-warm bed for wet clothes and the many other discomforts that the 'struggle' entails, is a metamorphosis which even ardent youth can hardly contemplate without a shudder, and all the more credit is due to them for sticking so manfully 'shoulder to shoulder.'

That the frequency of fires will surely in time force upon the Government the desirability of an official inquiry into the origin of all fires.

That the Sanitary Board appears to be about as much in want of ventilation as the drains it is supposed to supervise.

That if it be correct that anything except animal charcoal was used for ventilating purposes, it would be well to immortalise the name of the official who did so, and secure his evidence for the proposed Special Commission.

That I understand some of the leading medical men here object to serve upon a purely Medical Commission, and insist upon the nomination of an experienced and independent engineer.

That in my opinion it would be better that no Colonial official whatever should serve upon the Commission referred to, as the bureaucratic system will be indirectly on its trial.

That it is almost intolerable that in this so-called enlightened nineteenth century cremation should not be compulsory in large cities.

That considering how great a number of men, and not a few women, render themselves more or less objectionable to their fellow-creatures during their lifetime, it is only right, for the sake of survivors, that the power of annoying should end with their earthly career.

That sentiment should have no voice in this matter, for surely the speedy and purifying action of fire must appear to all rational beings far preferable to the more gradual process of decay and its gruesome accompaniments.

That if poor frail humanity were but constituted like a much-advertised cigarette paper without acid and leaving no cinders behind, how much pleasanter it would be during life, and how much less objectionable after.

That moralising begets moralising, and that life is a good deal like a cocktail, inasmuch as it would be rather an insipid mixture without some 'bitters' introduced into it.

That even in the midst of all this talk of yawning graveyards and slaughtering sewers, I should like to know whether the refrain of 'The Piper of Five,' sung by Dr Cantlie at the Concert on the 'day we didn't celebrate,' was pure Scotch or High Dutch.

That I am told it contains, for the initiated, an excruciatingly beautiful sentiment.

That the absence of the Hon. G. P. Oshater, even for a short time, will be felt by the sick and the needy, and his energy will be missed in many of our local enterprises.

That the Naval Yard is still in the old place, an incubator on the Colony and the Service, from its position and the impossibility of taking vessels alongside its piers to refit or coal.

That there is no organisation for rapidly sailing out cruisers here in the event of

war,—that no doubt, it would be done when the pinch came, but we shall have to pay dearly for it then.

That we had a specimen of the lightning method of cooling armed merchant vessels here during the last sea.

That Mr Price's Poddor Street Bowler has vanished, and the Clock Tower will know it no more.

That the Wong-hei Cheong Valley is beginning once more to attract the attention of noble owners, and it would be well if Government could at least drain the swamp, and thus prevent malaria from rising in the early mornings, to the detriment of health and sport.

That the man who persistently writes lengthy epistles inside envelopes is an ass; and, though the man who does the same and afterwards carefully gums them up on all sides so that the contents can never be deciphered is a noodle of the feeblest description; he at least has the merit of justly appreciating the utter valuelessness of his scribing imbecilities.

That if some steps are not taken to put a stop to the perfectly reckless manner of shunting all sorts of vehicles into Queen's Road from the upper levels, some ugly accident will shortly happen.

That handcars of every description in charge of, but utterly beyond the control of the demoniacally-noisy coolies supposed to guide them, are rushed into a crowded thoroughfare with the utmost disregard of the lives or the limbs of peaceful citizens.

That the danger is intensified by the things carried. Poochow poles, each in itself containing the destructive powers of a well-directed catapult; bottles, filled with aerated water, scarcely less dangerous, when in collision, than a well-charged torpedo; and other miscellaneous articles—are a few of the many engines of destruction with which the public are daily menaced.

That it is reported Count Mikiewicz returns to China accompanied by Mr Wharton Barker, and a Philadelphia lawyer.

That such a triumvirate is surely well calculated to 'knock spots out of' the Middle Kingdom.

BROWNIIE.

CHAIR-COOLIES AND 'LEGAL FARES.'

Before Mr Wodehouse in the Police Court to-day, a chair-coolie named Yung A Wong was charged, at the instance of Mr Charles Ernest Bowles, solicitor, (Messrs Wotton & Deacon's office) with refusing to take a legal fare, without reasonable excuse. The coolie denied the charge.

Mr Bowles said—I live over the Chartered Mercantile Bank. On the evening of the 26th ult. I told my boy to get me four chairs on wheels to be taken to my dinner. When I got downstairs I found there was no chair, and my boy told me the coolies had refused to come. I went outside and saw one chair at the opposite corner, which I eventually got. There was another chair across the road, at the corner of Ice-house Lane, but directly the men saw me they ran away and he had been tried to hire. I ran across and asked them why they did not come. The defendant, who was in charge of the chair, said he was engaged and was waiting for somebody who he said was in the O. B. C. Bank. I told them that was not a fact, but they still refused to carry me and went away back to the place where they had been standing at first. I took the number of the chair which is 264. I have frequently had the same trouble before. I charge the defendant with refusing to take a legal fare.

His Worship—You say you have often had the same trouble; what is the reason?

Mr Bowles—They tell me I am too heavy, and want extra pay. If I offer them the proper fare they generally ask for twenty cents more, or at all events for something more.

Defendant said he was engaged at the time Mr Bowles called him, by a man whose name he did not know. The man was a ship's captain and wanted to be taken to the ship's wharf, and he was standing on the street talking to another man when Mr Bowles called for the chair.

Mr Bowles said this was all untrue. They ran away from him and tried to hide. The charge was under the Regulations of 26th June last.

Mr Wodehouse said the amount of trouble those chair-coolies gave, in taking fares only what they pleased, was very great. They seemed to think they could do as they liked either in refusing or accepting a fare. It was clearly stated in the Regulations that none of them could refuse a legal fare without reasonable cause. Mr Bowles was not the only gentleman who could not get a chair when he wanted it; and he said that he was brought up in that court, where it was clearly proved that a legal fare had been refused in the same way, would be punished. In this case he (Mr Wodehouse) was satisfied that the refusal was without reasonable cause. This time defendant would be fined two dollars, and he said that if he did not grudgingly acquiesce in the court's decision, imprisonment with hard labour, and if the offence were repeated he would be fined double that amount.

\*.

**CORRESPONDENCE.**

**FIRES, THEIR CAUSES AND PREVENTION.**

To the Editor of the "CHINA MAIL."

SIR,—The frequency of fires during the past month is, I trust, a sufficient reason for my asking space in your columns for the following remarks. The cause of some 70 per cent. of these fires will not, I think, be attributed to pure accident; what it is, however, is the subject of fourteen per cent. of cases, the owners are found to have had the contents of their premises fully insured. This is 'very significant,' but quite true. I will submit what I deem would be a very practical remedy. The necessity of learning something of the characters of the applicants for policies, and of not granting them at all, or at least not recklessness, now shown to the private worth of the insurer, and the need of systematic inspection of the premises insured are duties which must be pressed home to the Insurance Companies, and above all to the agents of the foreign Offices. The way risks are stepped, but the doubts entertained as to the granting of risks, and the carelessness now shown, have lately been the subjects of friendly discussions in many quarters. There are gentlemen connected with the Companies who make no secret that they have found all

that absolute proof that the fires have been the work of incendiaries. It is sometimes argued that the risks accepted concern only the offices interested; presuming that no loss followed and adjoining property never suffered, there might be some appearance of reason for the argument, but this is not the case. The fact is that the policy of the police insist that when goods are insured all books must be kept in safes. This will prove a benefit to the companies without doubt.

The fearful calamity at Christmas, 1878, paralysed the whole community for some time, and the Government, who had previously raised caused the Government to promise to obtain the services of a competent Fire Superintendent from England. Time wore on, panic subsided, and the Government dishonourably broke faith and appointed locally an official for reasons well known to all. This official, however, took the fire hose from the native fireman to protect the property his firm were interested in. This complaint has been officially taken notice of—and had better not be repeated. If it were officially notified, either by proclamation or standing advertisement in the press, that any fireman who took the hose would be paid to any one detecting an incendiary, I think the results would prove satisfactory, as inmates of also, a would not act as informers on their unprincipled masters. Some years ago it was the common practice of the London Offices to put a metal plate on the door of the insured, if the goods belonged to the insured. If removed and found they had no risks they retired, and left those interested to do the best they could. Such a policy would be too drastic to follow in Hongkong, but it will come to something of this sort, if the Foreign Agencies do not do something to assist the Government in this matter.

If the Government to adopt the present London plan, making it compulsory for all offices to contribute in proportion to the risks they hold. The rate was fixed at £35 for every million of property insured.

That our German friends might do something to assist the Government in this matter, many of them already feel. This would be but common justice, as at least 60 per cent. of the fires concern their offices.

X. Y.

### FIRE INSURANCE IN NEW ZEALAND—LESSONS.

We take the following extracts from an article on "Fire Insurance in New Zealand," which, we think, contains some lessons for our country, especially in the following—

—During the past year, five years, New Zealand has been, commercially, in a depressed condition, the depression deepening year by year up to date heretofore. The depression has been brought about mainly by the prices for our staple commodities, such as wool, tallow, and so forth, falling very low; but, by borrowing of the colonists at high rates of interest, by extravagant outlay on municipal and harbour works, and the general extravagance of the colonists during the time of their prosperity—viz., while spending the loans obtained.

Owing to the number of Insurance Companies, and the profitable nature of the business, in the last few years ago, competition gradually became keen, and local companies of the course, obtaining in a very short time the bulk of the business through their influences, combined with salaried managers for the chief centres of the colony. This fact naturally irritated some of the outside companies, and the result was a tendency to the adoption of low prices. On top of this, over-insurance was recklessly granted, with a result that fires became alarmingly frequent, and, as a majority of the offices made so-called liberal settlements, the community more or less gradually got demoralised in the matter of insuring. The state of things has continued during the five years of commercial depression, the result has been more or less disastrous to every fire office, without exception. Looking back at the past five years' experience, I think I am within the mark when I state that the companies collectively have lost considerably more than £1,500,000, over and above their takings.

I have taken considerable pains to ascertain approximately the takings of the companies in fire premiums, and the losses during the last five years.

Having shortly sketched the present position of matters as regards fire business in New Zealand, I now turn to the following views as to how a better state of things may be brought about. First of all, I think that all the companies represented in New Zealand should arrange that proper fire tariffs be drawn up for the whole colony. This can only be effected by the appointment of a committee, consisting of, say, three of the best men in the Colony. These tariffs should not be at the mercy of any local manager or agent, but only be withdrawn from with the express sanction of head offices. Secondly, every office represented in New Zealand should have a properly trained manager to control the business, and to see that the policy is not over-insured.

To complete the efforts to place fire insurance on a proper basis, I would have, say, a couple of trained fire inspectors, whose duty it should be to make periodical trips to each manager for the purpose of inspecting his books, seeing that he had proper records of his business, and that the limits of the company had not been exceeded, and, generally, to check the risks by personal inspection. Supposing all the foregoing views were carried out, fire insurance in New Zealand will again pay, as we should have properly adjusted rates, and the policy accepted after careful inspection by the manager, who is well qualified to judge of the material hazard and the moral hazard, and, finally, to see that the insurances granted were less than the market value. These remarks apply to re-insurers as well as to new risks; as I hold that every renewal, which has not twelve months requires re-inspection, owing to the fact that the state of the market, the buildings, and the migratory character of a great many of our colonists. Fire risks in New Zealand are quite different to those in Old England, as I well know from my personal experience when in London.

Long experience tells me that under

things must live in harmony if they desire success, and properly drawn up tariffs may harmonize, provided they are faithfully kept. You cannot sell insurance profitably on a series of continued reductions any more than other commodities. At present every tariff in force in this colony is more or less a force-fee agency, which is without doubt profitable to those who pay it. I may say that the local companies in the past have been more or less to blame for the present state of fire insurance in New Zealand; but of this fact they are well aware, and are prepared to make any reasonable sacrifice to bring about a better arrangement. The British companies can afford to lose in New Zealand; but this is a fallacy, as the local companies in New Zealand are, as a rule, strong financially, will not lose more in proportion than their neighbours, and probably will lose less, through controlling the market. It is also true that there is no serious fault that, so far as I know, is a dangerous British or foreign company has appointed trained salaried men to control their operations in New Zealand. I am sorry to see such an immense waste of property by fire in this colony, as it is had to do with the same cause as in our own companies, and this is my excuse for endeavouring to suggest a remedy from an insurance standpoint.

### THE RUSSIAN PACIFIC RAILWAY.

In an age of vast projects, the rasplav of the Russian Government to construct a railway to the Pacific attracted at once the notice of politicians, but created no surprise among the people, who were already familiar with greater wonders. Yet that it is a big and bold enterprise which proposes to take Siberia with railway-stations, connect the Baltic with the Sea of Japan, and bring the arsenals and barracks of Russia within a few days' journey of the new naval and military ports along the coast, that was altogether a thing motive must be required to lay down over a single pair of rails through the heart of a country which, although it contains nearly five millions of square miles, is peopled by fewer than four millions of inhabitants. Can the mind grasp that relation of persons to surface? The whole of the middle region between the deep Northern fringe lying on the edge of the icy sea is unhabitable and uninhabited except by a few savages. The great rivers all flow into the Arctic Ocean, and the entire tract from Behring's straits to the White Sea, is for nine months in the year a frozen waste. That is why the Ob and the Yenisei are navigable in summer far inland, but the mouths of the Lena in winter might figure in the hell of Dante. The upper waters of each of these great streams, however, flow for hundreds of miles through fertile provinces; and the mountains and the gloomy arctic tracts that the merchant and the soldier are to be carried to the verge of the Eastern seas. The Amur, flowing from the other waters of Siberia, flows eastward, and enters the Pacific opposite the northern end of Saghalien, a recently acquired province. Russia, taken from Japan, and it is on the central belt from the Ural Mountains to the Amur Valley that the latest suggested route would place the railway. If this be adopted the line will pass by the important cities of Omak and Komsok, round the northern head of Lake Baikal, a fresh-water lake, and thence by the most beautiful bending south-east by the Zeya and Ussuri Valleys, where it will be close to the Chinese frontier, run down to Vladivostock, which is not remote from the coveted Province or Kingdom of Corea, and is intended to be the Sebastopol of the Pacific. The whole is to cost three hundred million roubles, equivalent to thirty-eight millions sterling, and the Military Governor of Siberia makes the clever suggestion that it should be paid for by interest-bearing paper, which, he thinks, would be taken up in Russia itself. It is not, we should think, likely to find a market anywhere else, sufficiently earnest in the desire to establish a Naval Power in the Pacific, and especially in the waters of China and Japan, they will do so regardless of expense, just as they have pushed on a railway through the sands from the Cape to the Oxus, and are now building a bridge over salt-straited seas, and across the inhospitable Samarcand.

Like the Central Asian, the great Siberian line is a political undertaking; but whether the Turcomans and Uzbeks wanted travelling and commercial facilities or not, Siberia beyond all doubt cries aloud for the iron horse. For trading purposes in these days, without a railway, the land of Marco Polo's Land of Darkness, is barred from development. It has actually and comparatively few people for its great extent; but it abounds, from the western border to the Oriental seas, in the raw materials of wealth. Alike in the West and East there is gold, and this prospect alone is to touch the imagination of the world. But here we had an impression even bolder, for the Russians had an impression were claimed by the Chinese. The centre of Western Siberia is a forest land, and the banks of the Yenisei are strewed with trunks of great trees, brought down and piled into huge heaps by the summer floods. The trade in furs, very ancient and famous, is alone worth millions of roubles annually. In timber and furs and minerals of many kinds can be obtained from this inhospitable land, so can cereals, for the basin of the Ob is described as one of the richest in the world. Mr. Wiggan, who took a small steamer up the Yenisei in 1874, and visited the "prison lands," writes of Ekaterinburg, speaks with enthusiasm of the actual and potential wealth of the country. Whatever may be the case in Eastern, there can be no doubt that Western Siberia, as far as the upper waters of the Irish, is full of timber, minerals, and fur-bearing animals, and that the population will grow, and be cultivated soil in grain. Eastern Siberia is more rugged; but it is supposed to conceal rich deposits of metals and precious stones in its mountain-chains, and the vicinity of the Amur has already yielded gold enough to rouse the cupidity and the passions of men. As respects the people, the land looks like a land of promise, and almost make one believe that here are thousands of miles of wealth-bearing territory awaiting only the magic hand of capital and the triumphs of invention, to make Siberia a rival of the United States.

But, with all its sold qualities, Siberia was not the land of the future. There was where the temperature ranges between thirty-two degrees below freezing-point in winter, and sixty-five degrees above it in summer, can hardly be attractive. That is why the population is so scanty. The Mongolian conquerors turned aside from the snow and ice and the hard winters, and sought the sunshine of the Tatars, the Oxus and the Euphrates. The tide of empire rolled westward, and not northward, and poured far into the South from Manchuria and the Western Desert. So Siberia, throughout its length and breadth, from the snow mountains to the tundras and horrible marshes, remained comparatively empty. It was almost a blank page in history, but now striving to make one, Russia converted the land into a convict-prison, and the terrible punishment appeared to the popular imagination, and made Siberia a synonym of hopeless pain.

and misery. The European public knows nothing of the country, as the railway has not yet been completed. The Kalymaka from the Volga fled across it from the tyranny of a Czarina, and that in its mines the exile wore out his life. Miravio's acquisition of the Amur Valley, Ignatieff's clever conveyance of a corner of Manchuria on behalf of his master in 1861, and the treaty of Peking, except that the markets brought it plainly before the world. What will Russia do to draw out strength from her Arctic dominion? A railway through the snow to the sea will bear political fruit, but will it attract population? Will the peasants, who are girding with warmth, turn aside to fill up the gaps in spaces in the forests and mountain-sides of Siberia? Perhaps they may when the railway has made migration easy, and there is a chance of employment beyond the Urals. At any rate, the corn-growers, the hunters and the herders, the lumberers, who are pining for extension of markets in addition to those they now supply, will welcome a railway, and, as they extend their business, will need fresh hands. The cost of freight to and from the towns of Western Siberia and Moscow is little weight, the Government will not permit transit from China to Siberia, and the road pierces the country; it is hoped that the outlay on carriage will diminish; but whether it does or not, the time will be saved. How such a line can be made to pay is another question, and it will have little weight, because the main purpose of the enterprise is political. The railway is to be a Maritime Power on the Pacific, who also hopes to increase the population and the productive yield of her Siberia; and the strong desire to profit by a port on open water will be the main reason why opportunities of development will be afforded to the Pacific coast. The railway is to be a Maritime Power on the Pacific, who also hopes to increase the population and the productive yield of her Siberia; and the strong desire to profit by a port on open water will be the main reason why opportunities of development will be afforded to the Pacific coast. The railway is to be a Maritime Power on the Pacific, who also hopes to increase the population and the productive yield of her Siberia; and the strong desire to profit by a port on open water will be the main reason why opportunities of development will be afforded to the Pacific coast.

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AN IMPORTANT DISCOVERY is announced in the "Paris Figaro," of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

**Exchange.**

HONGKONG, December 9.

On London—  
Bank, Wire, ... .. 3/11  
" On demand, ... .. 3/10  
" 30 days' sight, ... .. 3/11  
" 4 months' sight, ... .. 6/12  
Credits, 4 months' sight, ... .. 3/2  
On Paris—  
On demand, ... .. 3.93  
Credits, 4 months' sight, ... .. 4.02  
On New York—  
On demand, ... .. 75 1/2  
Credits, 60 days' sight, ... .. 77  
On Bombay—  
Wire, ... .. 222 1/2  
On demand, ... .. 222 1/2  
On Calcutta—  
Wire, ... .. 2 1/2  
On demand, ... .. 222 1/2  
On Shanghai—  
On demand, ... .. 72 1/2  
30 days' sight, ... .. 73  
Gold Leaf, 100 fine, ... .. 32.60  
Sovereigns, ... .. 36.34

**CHINA COAST METEOROLOGICAL REGISTER.**

DECEMBER 2.—AT 4 P.M.

Direction of Wind.	Temperature.	Humidity.	Direction of Wind.	Force.	Waves.	Sea running.
W'ly coast, 29.78	26	—	N	2	b	—
Nagasaki, ... ..	—	—	—	—	—	—
Shanghai, 30.14	54	68	NW	4	b	—
Annoy, ... ..	30.08	61	NE	3	b	—
Hongkong, 30.05	61	78	N	2	o	r
Hainan, 29.59	62	86	N	0	o	—
Bolnais, 29.88	84	96	N	1	o	—
Manila, ... ..	29.84	76	NW	1	o	—

DECEMBER 3.—AT 10 A.M.

Direction of Wind.	Temperature.	Humidity.	Direction of Wind.	Force.	Waves.	Sea running.
W'ly coast, 29.88	27	72	N	1	b	—
Nagasaki, ... ..	—	—	—	—	—	—
Shanghai, 30.17	48	55	—	0	—	—
Annoy, ... ..	—	—	—	—	—	—
Hongkong, 30.18	53	61	—	0	o	0.77
Hainan, 30.16	60	81	—	1	b	—
Bolnais, 29.82	80	96	—	1	o	—
Manila, ... ..	29.92	82	SE	1	o	—

The barometer has risen slightly in the West. Gradients are slight in the North of China and moderate for N. winds over the China Sea. The weather is cloudy, mild and damp.

W. DOERBECK,  
Government Astronomer.  
Hongkong Observatory, December 3.

1. BAROMETRICAL, reduced to 33 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.  
2. TEMPERATURE, in the shade in degrees Fahrenheit.  
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.  
4. DIRECTION OF WIND, in two points.  
5. FORCE OF WIND, according to Beaufort Scale.  
6. STATE OF SKY, in blue sky, a few clouds, a drizzling rain, a fog, a gloomy day, lightning, a overcast, a passing shower, a squally rain, a snow, a drizzle, a visibility.

CHINA COAST METEOROLOGICAL REGISTER.							
DECEMBER 2.—AT 4 P.M.							
Station.	Distance from land, in miles and 10th part.	Temperature.	Wind.		Weather.	Rain during previous 24 hours.	
			Direction.	Force.			
W'lostock	29.78	25	—	—	b	—	
Nagasaki.	—	—	—	—	—	—	
Shanghai.	30.14	54	68	NE	b	—	
Anoy.	30.08	71	65	NE	c	—	
Hongkong	30.06	68	73	N	O	—	
Haiiphong	30.10	77	93	N	2	—	
Hollman.	29.88	84	80	SW	2	—	
Manna.	29.88	84	76	SW	sf	—	

Wootsch	29.68	37	72	m	1	b	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	30.17	48	55	—	0	—	—
Amoy	—	—	—	—	—	—	—
Hongkong	30.18	59	61	—	0	or	0.77
Haiphong	30.22	97	56	n	1	c	—
Bolinas	29.97	80	—	se	2	b	—
Manila	29.97	83	80	se	1	c	—

The barometer has risen slightly in the West. Gradients are slight in the North of China, and moderate for N. winds over the China Sea. The weather is cloudy, cold and damp.

W. DORNICH, \*  
Government Astronomer  
Hongkong Observatory, December 3.

1. **BAROMETRE**, reduced to 33 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. **TEMPERATURE**, in the shade in degrees Fahrenheit.

3. **HUMIDITY**, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. **DIRECTION OF WIND**, to two points.

5. **FORCE OF WIND**, according to Beaufort Scale.

6. **STATE OF WEATHER**, as blue sky, a scattered clouds, a drizzling rain, snow, a gloomy haze; lightning, a overcast, a passing shower, equally a rain, a snow, a thunder, a visibility.

7. **RAVE**, in degrees Fahrenheit and in miles per hour.



